

**MAINE DEPARTMENT OF TRANSPORTATION  
REQUEST FOR PROPOSALS  
For  
A PROGRAM FOR THE CONSTRUCTION  
OF A TRUCK SAFETY REST AREA IN SOUTHERN MAINE**

The Maine Department of Transportation, (MAINEDOT), is soliciting proposals from currently operating food and fuel service businesses located on the Interstate 95 corridor in southern Maine pursuant to a MAINEDOT program to develop private property for use by trucks as a truck safety rest area. Under the Maine DOT rest area program, MaineDOT will finance the required engineering, design, and construction (grading, clearing, paving, lighting and striping) work for the expansion area in accordance with MaineDOT standards. A MaineDOT project engineer would manage the project, and the work would be provided by a contractor or contractors chosen by MaineDOT as part of its regular work bid procedure.

**Background**

Responding to concerns about the “tired trucker” safety problem, MAINEDOT recently completed a study of truck safety rest area needs in the State of Maine. (This study is available to proposers upon request.) The study indicated that the most critical need for more rest areas providing food and overnight rest is on the Interstate 95 corridor between Kittery, Maine and Portland, Maine. The study also recommended public-private partnerships as the most cost-effective method of funding and constructing needed truck safety rest area facilities.

**Locations of Interest**

MAINEDOT will consider proposals from proposers having legal access to a public way on or within one mile of the following highways in the State of Maine:

- 1) Interstate 95 from the Maine-New Hampshire border to Exit 52 of the Maine Turnpike in Portland, Maine.
- 2) Route 1 from the Maine-New Hampshire border to the Veteran’s Memorial Bridge in Portland, Maine.

**Minimum Requirements for Consideration**

At a minimum, each proposer:

- 1) Must have a restaurant facility serving hot meals and selling fuel (diesel) adjacent to the proposed expanded truck safety rest area that is open at least 12 hours per day, Monday through Saturday.
- 2) Must agree to make the MAINEDOT funded truck safety rest area available for public parking for a period of not less than twenty years from the date the expanded truck safety rest area construction work is completed, as determined by MAINEDOT.
- 3) Must propose a preliminary design for a truck safety rest area large enough to safely park a minimum of thirty (30) tractor-semitrailer trucks at one time in spaces measuring at least 74 feet by 12 feet per truck, allowing for each space to have access to the public way. The proposed design must be able to accommodate vehicles carrying 100,000 pounds gross vehicle weight.
- 4) Must propose a preliminary design for the proposed truck safety rest area to have a vehicle access point to and from the public way that is separate from that currently accessing the operating business. (The truck safety rest area must be fenced off from the adjacent business facility except for breaks in the fence for a walkway that cannot be used by vehicles.)
- 5) Must agree to provide and to maintain in clean and operable condition toilet and showering facilities accessible from the truck safety rest area that are available twenty four hours per day, seven days per week.
- 6) Must agree to maintain at proposer's expense all items provided by the project throughout the life of the agreement. Such maintenance shall include everything from day-to-day routine maintenance of the facilities to full replacement of any aspect of the Project that can no longer serve its intended purpose within the agreement period. All items such as pavement patching, plowing, striping and stenciling, lighting and light bulb replacement, routine cleaning, sweeping and repair of damage resulting from such things as vandalism, accidents, or natural events are included as examples of maintenance costs that the proposer may incur and should consider when preparing the proposal.
- 7) Must agree to be responsible for the safety and security of the truck safety rest area and to accept legal liability as owners and operators of the site.
- 8) Must agree to permit access to state and federal enforcement officials in the truck safety rest area as needed for the enforcement of federal and state motor carrier regulations.
- 9) Must agree to investigate anti-idling technologies and to install those that prove to be practical. (Installation shall be entirely at the owner's or technology company's expense. Either or both parties may collect a

reasonable fee from the trucker for the use of said technology.) Note: An Air Quality Conformity Analysis of the proposed site will be performed by MAINEDOT and anti-idling technologies may be required by the federal government based upon the results of this analysis.

- 10) Must agree not to bar other vehicles such as busses, recreational vehicles, or passenger vehicles from parking in the truck safety rest area. A sign directing busses and smaller vehicles to restaurant parking adjacent to the expansion area is permitted.
- 11) Must propose a method to insure that the federally-funded truck safety rest area will be available for use by the public for a minimum of twenty years following completion of construction.
- 12) Must agree to allow MAINEDOT or other relevant state or federal agencies to monitor compliance with the terms of the program agreement, including periodic inspections of the truck safety rest area and service facilities.

### Format of Proposals

Proposals must include the following information:

- 1) Title “Proposal for a Truck Safety Rest Area Expansion – Maine Department of Transportation Program for Truck Safety Rest Area Facilities”.
- 2) Contact information of business owner.
- 3) Full description of business facilities (number of tables, motel units, fuel pumps, etc.)
- 4) History of the proposer’s business; how long in business.
- 5) Full description of proposed expanded truck safety rest area with separate access design, including estimated number of additional parking spaces and verification of Minimum Requirements Items 1, 3 and 4.
- 6) Proposer statements attesting to agreement with all Minimum Requirements Items.
- 7) Proposed maintenance plan for the expansion area pursuant to Minimum Requirements Item 6.
- 8) Proposed operating hours of food and fueling services.
- 9) Current estimate of business volume (I. e. meals served, fuelings, etc.)
- 10) Description of adjacent property owners (residential, commercial)
- 11) Zoning status of proposed truck safety rest area.
- 12) Proposer’s assessment of the attitude of the town and adjacent property owners to the construction of a truck safety rest area.

- 13) Proposer's plans for the possible use of truck idling technology in the truck safety rest area.
- 14) Proposed method to insure that the federally-funded truck safety rest area will be available for use by the public for a minimum of twenty years following completion of construction, pursuant to Minimum Requirements, Item 11.

*NOTE: Sensitive business information provided to MAINEDOT will be kept confidential in accordance with Maine law.*

Additional information on the proposed truck safety rest area requested, if available:

- 1) Site plan showing elevations, lot terrain, etc.
- 2) Photographs of site.
- 3) Business Plan of truck safety rest area proposed.
- 4) Proposed use of wireless internet technology for trucks in the truck safety rest area.
- 5) Proposed computer access facilities ("driver room"). (Optional)
- 6) Environmental assessment of site – soils, runoff, hydration, etc.

### Proposal Selection & Project Evaluation Team

The proposal evaluation and selection team will include, at a minimum, representatives from the MAINEDOT Bureaus of Planning, Maintenance & Operations, and Project Development, the MAINEDOT Office of Legal Services, and a representative from the trucking industry. A site visit or visits will be part of the evaluation process and an environmental evaluation of the proposed truck safety rest area site will be done at Department expense. The town in which the proposed site is located will be contacted by the evaluation team. The project process will include a public involvement process in conformity with State and Federal requirements. The Federal Highway Administration (FHWA) will also review the proposed facility plan. Proposers must be prepared to provide all needed financial information to MAINEDOT.

The property owner(s) whose proposal is selected must sign an agreement with MAINEDOT that require the owner(s): 1) to meet the minimum requirements previously noted above; and 2) to accept the final MAINEDOT project design.

### Selection Criteria

The selection team will use the following guidelines when reviewing and ranking proposals:

|                                     |            |
|-------------------------------------|------------|
| Site Suitability                    | 50         |
| Probability of Community Acceptance | 10         |
| Traffic Considerations              | 10         |
| Protection of Public Investment     | 30         |
| Total Possible Points               | 100 points |

Explanation of selection criteria:

Site Suitability – Evaluation of the feasibility of construction at the site given MaineDOT program resources, the availability and quality of proposed trucker services at or adjacent to the site, and the ease of truckers’ access to and from Interstate 95.

Probability of Community Acceptance – Assessment of the degree of the community’s and adjacent property owners’ acceptance of a truck safety rest area. This rating would be based upon the proposer’s assessment and upon MaineDOT queries of adjacent property owners and community officials.

Traffic Considerations – Assessment of the project’s impact on traffic and traffic congestion in the immediate area of the truck safety rest area site.

Protection of Public Investment – **Proposals that fail to provide a feasible method to guarantee a minimum 20 year period for public use of the truck safety rest area will be considered non-responsive and result in rejection of the proposal.** If this minimum requirement is met, the proposed method to protect the public investment will be rated on its quality and ease of execution. (Possible methods might include: (a) a sale-lease-back arrangement whereby MaineDOT would accept a conveyance of the truck safety rest area property and simultaneously lease the property back to the proposer for a term of years with a right for the proposer to repurchase at the end of the term; (b) a conveyance of a transportation easement over the truck safety rest area property to MaineDOT for a term of years together with the concurrent execution of an agreement requiring the proposer to operate the truck safety rest area for the term of the easement; or (c) a lease of the truck safety rest area property to MaineDOT for a term of years with

the concurrent execution of an agreement under which the proposer would agree to operate the abutting property as a truck safety rest area for as long as the lease is in effect.)

### Submittal

Your proposal titled “Proposal for a Truck Safety Rest Area – Maine Department of Transportation Program for Truck Safety Rest Area Facilities” must be delivered on or before Friday, October 15, 2004 at 3:00 PM local time to:

Eileen Lord  
Office of Freight Transportation  
Maine Department of Transportation  
16 State House Station  
Augusta, Maine 04333-0016

If you have any information you consider to be of a confidential nature (special procedures, patented processes, etc.), please so mark that data.

Completed proposals delivered after the deadline, or delivered somewhere other than the MaineDOT Office of Freight Transportation will not be considered.

Written questions regarding this RFP should be submitted to Eileen Lord by fax at (207) 624-3251 or by e-mail to [eileen.lord@maine.gov](mailto:eileen.lord@maine.gov) by Friday, September 24, 2004. Answers to those questions will be posted to the MAINEDOT website for RFPs located at <http://www.state.maine.gov/mdot/contracts-bids/rfp-rfq.php> no later than Monday, October 4, 2004.

MAINEDOT shall not be responsible for any costs incurred in preparing or submitting proposals and reserves the right to reject any and all proposals.